

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.

PEARSON CUP & SPOONS.

TO-MORROW (SATURDAY), the 23rd instant, at 3 p.m.
Ranges—200, 300 and 600 yards.
Weather permitting.

MOWBRAY S. NORTHCOTE.

Hon. Sec.

Hongkong, 22nd September, 1899. [15]

ROYAL ANTIDILUVIAN ORDER OF BUFFALOES.

GRAND LODGE OF ENGLAND, LTD.

"LION AND ROSE" LODGE, No. 1,360.

A REGULAR MEETING of the above

Lodge will be held in the LODGE ROOMS, 20, QUEEN'S ROAD CENTRAL, on TUESDAY, the 26th instant, at 7 for 7.30 p.m. sharp.

BUSINESS—Election, &c.

Visiting Brothers are cordially invited to attend.

Hongkong, 22nd September, 1899. [1294]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 22nd September, 1899. [1294]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 25th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd September, 1899. [11754]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on MONDAY, the 25th instant, at 4 p.m.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd September, 1899. [12954]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamship

"JAVA,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From Italy, ex S.S. *Thames*.

Optional goods will be landed here unless instructions are given to the contrary before 3 p.m. TO-DAY.

Goods not cleared by the 28th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 22nd September, 1899. [11-5]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor.

Letters on individual matters to be sent to "The Editor" and not to the Manager of the paper.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper, not later than three o'clock, so as not to retard the publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

Intimations.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Past-Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed and old.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White Capsule, \$10.80

B.—WATSON'S GLENROCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark, 10.80

C.—WATSON'S ABELLOUR GLENROCHY, Red Capsule, with name and Trade Mark, 12.00

D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule, 14.40

E.—WATSON'S VERY OLD Liqueur Scotch Whisky, Gold Capsule, 15.00

THORNE'S BLEND and WATSON'S GLENROCHY are high class Scotch Whiskies, of greater age than most brands in the market.

ABELLOUR-GLENROCHY is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

BIRTHS.

On the 14th inst., at Yokohama, Mrs. M. KAUFMANN, of a son.

At Kaituma, Selangor, on the 11th inst., the wife of WALLACE COOK, of a son.

At Hongkong, on the 14th inst., the wife of ALBERT BROWN, of a son.

On the 14th inst., at No. 27, Ningning Road, Shanghai, the wife of Mr. T. A. MIRA DA COSTA, of a daughter.

On the 15th inst., at 114, Woosung Road, Shanghai, the wife of ALBERT WALKER, L.M. Customs, of a daughter.

At Shanghai, on the 18th inst., at No. 5, Makalee Terrace, the wife of W. CHESTNUT, of a son.

MARRIAGE.

On the 16th inst., at St. John's Church, Jessfield, Shanghai, by the Rev. A. Elwin, assisted by the Rev. F. L. Hawks Pott, CHURCHES T. FISKE, China Inland Mission, Hankow, to C. JOSEPHINE SMITH, of the same Mission, only daughter of the late Joseph Smith, Unbridge, Middlesex.

DEATHS.

At Kobe, at 11.45 p.m., on the 13th inst., at the International Hospital, V. H. THOMPSON, of Kobe, aged 32.

At Kobe, at 4.30 p.m., on 13th inst., REGINALD HENRY, the only and beloved son of E. A. St. Clair Smith, aged 3 years and 3 months. Deeply regretted.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 22, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

DREYFUS RELEASED.

LONDON, September 20th.

Capt. Dreyfus has been released.

CABINET COUNCIL.

A Cabinet Council will be held on Friday.

THE TRANSVAAL CRISIS.

The Boers have occupied Keimatoop on the Portuguese frontier and also Pangwana Mountain near Laing's Nek. Several of the Orange Free State Commandants have arrived at Pretoria and are conferring with General Joubert.

(From Japanese Papers.)

The Transvaal Crisis.

MONEY SENT TO SOUTH AFRICA.

TOKYO, September 12th.

A London telegram of the 11th inst. has reached Yokohama, stating that the British Government has commenced sending money to South Africa to form a war fund.

China and Russia.

PEKING, September 12th.

Mr. Li Ping-ko, formerly Governor-General of Shantung, has been ordered to proceed at once to Moukden and inspect military affairs there. This mission is probably to examine the defences against Russia.

Disturbance at Hangchow.

TOKYO, September 12th.

A report has reached the Government, stating that a quarrel took place a few days ago at Hangchow between the Japanese passengers of the Daito Steamship Company and Chinese.

The Chinese police, instead of controlling their countrymen, assaulted the Japanese. Mr. Otogiri, the Japanese Consul, immediately visited the police station and lodged a complaint, and the superintendent punished the policemen concerned and issued a warning notification.

A Concession at Seoul.

SEOUL, September 14th.

Negotiations have been successfully concluded between the Japanese Consul and the Governor of Seoul for the purchase of an extensive lot of ground outside the South gate of Seoul, as a site for the station, workshops and godowns of the Seoul-Pusan Railway.

Murder of Japanese in Korea.

SEOUL, September 12th.

The season for ginseng having opened, Mr. McLeary Brown, the Commissioner of Customs, with some Korean officials and soldiers and police, is now at Kaijo, the centre of the trade of ginseng. The Japanese who have entered the city number over 100. It is reported that a quarrel took place the day before yesterday over a bargain, and four Japanese were shot by Koreans and killed.

Imperial Audiences.

TOKYO, September 12th.

Admiral Gernet, the Commander of the Italian squadron in the China Sea, together with the commanders of the Italian cruisers *Elina* and *Elbe*, now at Yokohama, and three other officers of the cruisers, were presented to the Emperor at 10.30 a.m. to-day by the Italian Minister.

Dr. Reynolds, a Professor in the Tokyo Imperial University, who is going home shortly on the expiration of his contract, was also received in audience by the Emperor at the same time.

Eruption of a Volcano.

MIYASAKI, September 12th.

Mount Kirishima (a noted volcano in Hyuga) emitted a subterranean rumbling this morning, and smoke rose from the crater.

Later.

Ashes from the eruption of Mount Kirishima fell here at about noon to-day.

A Soshi Assault.

NAGOYA, September 12th.

Two *soshi* made an attack on the office of the *Asahi Shinbun* here this morning and assaulted and injured Mr. Ito Shojiro, the editor. They were immediately arrested.

The Battleship "Asahi."

TOKYO, September 12th.

The battleship *Asahi*, built in England, is expected to leave for Japan in a few days.

The Alleged Murder of Japanese in Korea.

A CONTRADICTION.

SEOUL, September 13th.

The report of the murder of Japanese at Kaijo appears to be unfounded.

The Korean Government is interfering with the trade of ginseng, and the trade is likely to be unproductive this year.

The Amoy Disturbance.

TOKYO, September 13th.

On the 8th inst., the Minister for Foreign Affairs issued instructions to Mr. Yano, the Minister at Peking, in regard to the negotiations arising out of the Amoy disturbance. It is believed that no pecuniary compensation will be demanded, the injury suffered by the officials being comparatively slight.

The Pacific Cable.

TOKYO, September 13th.

Mr. Otani, the Chairman of the Yokohama Chamber of Commerce (Japanese), who proceeded to America recently to be present at the International Commercial Conference, to be held at Philadelphia, will recommend that the Trans-Pacific cable should be completed without delay. A memorial to this effect has been already sent by mail.

A Siamese Legation in Tokyo.

TOKYO, September 13th.

The Siamese Government has arranged to establish a Legation in Tokyo, and the Minister is expected to arrive shortly.

Violating the Printing Law.

NIIGATA, September 13th.

A number of Progressists in Niigata Prefecture, having printed drafts of petitions to the Government for the reduction of the land tax and shortening of the term of military service, have been prosecuted for violation of the Printing Law.

The Hokuroku Line.

FUKU, September 13th.

The running of the trains between Sabaye and Takauki on the Hokuroku line, which was interrupted by flood, was resumed at 9.50 a.m. to-day.

The "Geffon" at Matsure.

SHIMONOSEKI, September 13th.

The German cruiser *Geffon*, which follows the *Deutschland*, called at Matsure Island yesterday, one of the officers coming ashore to send a telegram to the Berlin Government.

WEATHER REPORT.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—

On the 22nd at 11.55 a.m. Red South Cone lowered. The barometer has risen in S. China and over Japan, and remains almost steady in the Philippines. The Northern depression, still lying in W. Japan, has decreased in intensity, and the typhoon near N. Luzon seems also to be filling up at present. Gradients rather steep for N. and N.E. winds over the N. part of the China Sea. FORECAST:—Moderate N.E. winds; fair.

LOCAL AND GENERAL.

A REGULAR meeting of the Lion and Rose Lodge of the Royal Antideluvian Order of Buffaloes will be held at 7 p.m. on the 26th.

An announcement was made at London on the 29th August that there will be no trading restrictions imposed in the Sulu archipelago.

We understand that a telegram was sent yesterday offering the services of 50 Hongkong Volunteers in the event of hostilities in the Transvaal.

It is reported that some Chinese Babas, who were out shooting the other day at Kuala Selagor, succeeded in bagging over 300 snipe with 6 shots fired in a volley.

It is notified that in future, cloaks, great coats and capes of British Officers serving with Native Cavalry, Artillery and Infantry will be khaki coloured. The change is to be introduced as renewals are required.

A WUCHANG dispatch states that Governor Yu of Hupoh has been recently very ill with intermittent fever, so that he has not been able to attend to his duties, many of which have fallen upon Vicerey Chang's shoulders.

It was reported in Shanghai that an outbreak of plague had occurred at Chetoo, but, according to the *N. C. D. News*, authoritative telegrams have been received denying the existence of plague at Chetoo. Quarantine is being enforced there against infected ports. The reports from Newchwang are still very unfavourable.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday), evening from 8 p.m. to 9.30 p.m.:

PROGRAMME.

1. March. "The Officers." 2. "The Band." 3. "The Band." 4. "The Band." 5. "The Band." 6. "The Band." 7. "The Band." 8. "The Band." 9. "The Band." 10. "The Band." 11. "The Band." 12. "The Band." 13. "The Band." 14. "The Band." 15. "The Band." 16. "The Band." 17. "The Band." 18. "The Band." 19. "The Band." 20. "The Band." 21. "The Band." 22. "The Band." 23. "The Band." 24. "The Band." 25. "The Band." 26. "The Band." 27. "The Band." 28. "The Band." 29. "The Band." 30. "The Band." 31. "The Band." 32. "The Band." 33. "The Band." 34. "The Band." 35. "The Band." 36. "The Band." 37. "The Band." 38. "The Band." 39. "The Band." 40. "The Band." 41. "The Band." 42. "The Band." 43. "The Band." 44. "The Band." 45. "The Band." 46. "The Band." 47. "The Band." 48. "The Band." 49. "The Band." 50. "The Band." 51. "The Band." 52. "The Band." 53. "The Band." 54. "The Band." 55. "The Band." 56. "The Band." 57. "The Band." 58. "The Band." 59. "The Band." 60. "The Band." 61. "The Band." 62. "The Band." 63. "The Band." 64. "The Band." 65. "The Band." 66. "The Band." 67. "The Band." 68. "The Band." 69. "The Band." 70. "The Band." 71. "The Band." 72. "The Band." 73. "The Band." 74. "The Band." 75. "The Band." 76. "The Band." 77. "The Band." 78. "The Band." 79. "The Band." 80. "The Band." 81. "The Band." 82. "The Band." 83. "The Band." 84. "The Band." 85. "The Band." 86. "The Band." 87. "The Band." 88. "The Band." 89. "The Band." 90. "The Band." 91. "The Band." 92. "The Band." 93. "The Band." 94. "The Band." 95. "The Band." 96. "The Band." 97. "The Band." 98. "The Band." 99. "The Band." 100. "The Band." 101. "The Band." 102. "The Band." 103. "The Band." 104. "The Band." 105. "The Band." 106. "The Band." 107. "The Band." 108. "The Band." 109. "The Band." 110. "The Band." 111. "The Band." 112. "The Band." 113. "The Band." 114. "The Band." 115. "The Band." 116. "The Band." 117. "The Band." 118. "The Band." 119. "The Band." 120. "The Band." 121. "The Band." 122. "The Band." 123. "The Band." 124. "The Band." 125. "The Band." 126. "The Band." 127. "The Band." 128. "The Band." 129. "The Band." 130. "The Band." 131. "The Band." 132. "The Band." 133. "The Band." 134. "The Band." 135. "The Band." 136. "The Band." 137. "The Band." 138. "The Band." 139. "The Band." 140. "The Band." 141. "The Band." 142. "The Band." 143. "The Band." 144. "The Band." 145. "The Band." 146. "The Band." 147. "The Band." 148. "The Band." 149. "The Band." 150. "The Band." 151. "The Band." 152. "The Band." 153. "The Band." 154. "The Band." 155. "The Band." 156. "The Band." 157. "The Band." 158. "The Band." 159. "The Band." 160. "The Band." 161. "The Band." 162. "The Band." 163. "The Band." 164. "The Band." 165. "The Band." 166. "The Band." 167. "The Band." 168. "The Band." 169. "The Band." 170. "The Band." 171. "The Band." 172. "The Band." 173. "The Band." 174. "The Band." 175. "The Band." 176. "The Band." 177. "The Band." 178. "The Band." 179. "The Band." 180. "The Band." 181. "The Band." 182. "The Band." 183. "The Band." 184. "The Band." 185. "The Band." 186. "The Band." 187. "The Band." 188. "The Band." 189. "The Band." 190. "The Band." 191. "The Band." 192. "The Band." 193. "The Band." 194. "The Band." 195. "The Band." 196. "The Band." 197. "The Band." 198. "The Band." 199. "The Band." 200. "The Band." 201. "The Band." 202. "The Band." 203. "The Band." 204. "The Band." 205. "The Band." 206

Ingonar (The Harbinger) will be given, with the full cast, and in five acts, correctly costumed and well staged under the direction of Mrs. A. Dow Currier, and promises a most enjoyable evening.

Mrs. Waldorf as Parthenia, Mr. McGregors as Ingonar. The balance of the cast is in the able hands of the A. D. C.

Seats are now on sale at Robinson's. Ingonar was written by the great German Author Von Muench-Billinghausen and translated by Miss Maria Lavelle.

THE PLAGUE.

Cases reported to 21st instant 1,493
Do. do. during past 24 hours 4

Total 1,497

Deaths reported to 21st instant 1,493
Do. do. during past 24 hours 3

Total 1,496

ANOTHER MISSION DESTROYED IN SICHUEN.

CHUNGKING, September 14th. A riot occurred at Shuenkingfu on 23rd ulto, resulting on the destruction of the China Inland Mission house; the missionaries made their escape without injury. The authorities, too late to prevent, were eager to make amends for this outrage and on the 24th ulto, had 20 carpenters at work to repair the premises. The cause of the riot was the usual charge of "eating babies" preferred against the missionaries. —China Gazette.

PREVENTION OF THE SPREAD OF PLAGUE.

The Doyen of the Diplomatic Body has wired to the Senior Consul at Shanghai stating that the Tsungli Yamen has wired to Newchwang to forbid the export of coffins from that port. —Hercules.

THE NEW CHINESE WATERWORKS AT SHANGHAI.

SHANGHAI, 16th September. However reform and progress may have been retarded of late in other parts of the empire it is satisfactory to note that in the first purely native enterprise of the kind in China excellent progress is to be recorded, and the new Chinese Water Works inaugurated by a few enterprising Chinese capitalists is now well advanced. A representative of this paper was invited to inspect the works in company with the directors, the Taotai Yang and Mr. Tong Kidson, with whom were Messrs. Brennan Atkinson and Arthur Dallas, the engineers who laid out the works; Mr. J. Blythenden and Mr. J. Ord, of the Shanghai Engineering and Dock Co. Ltd., who have the contract to erect the machinery and lay down the pipes; Mr. Fowler, the representative of the firm of Laidlaw, Dunn and Gordon, of Cincinnati, who supplied all the machinery and will act as engineer-in-chief; and Mr. Lehmann, representing Messrs. Arnold, Karberg, the General Managers. The result of the inspection was highly satisfactory and showed that initial difficulties, and silly local opposition first encountered have now been successfully overcome and the enterprise assumes a shape that promises fulfilment in many months, of all the hopes of its promoters. The new waterworks have a fine field before them in the densely populated and flourishing suburbs that have grown up to the east and south and west of the native city, as well as in the city itself; a population which cannot be much less than from 150,000 to 200,000 people. The capital of the company, which is entirely Chinese, is £250,000, all fully paid up, and the directors are the Taotais Yang and Liu (the Commercial Commissioner to Japan) with Mr. Tong Kidson, (compradore to Messrs. Jardine, Matheson & Co.). The works, which are situated about half a mile north of the old French Municipal waterworks, cover a large tract of land, fully 75 acres in area, behind the Arsenal drill ground and the river. It is worthy of notice that at this point the river appears to be far clearer and more free from mud than it is lower down, beyond the Foreign Settlements, and from this point of view the site seems to have been admirably chosen. The entire site was raised six feet before any work was commenced. At the present moment the settling tanks, of which there are two, each 200 by 120 feet, are being excavated. The entire water front has been heavily bunded and strengthened with a sloping facing of granite boulders, which will afterwards be grouted to tighten it up. Immediately behind the settling tanks, three filtering beds are marked out, but work on these has not yet been started. To the west the engine and boiler houses rise, already near completion, as well as a large and substantial godown for stores. The engineers' house, a handsome and commodious brick structure, faces the river close to the settling tanks, and is well advanced towards completion. The engines, pumps and pipes are all on the spot and to-day the visitors watched with interest the "Young" Dock's people joining up the pipes which are already being laid across country by a short cut that reduces the distance to the semi-circular continuation of the new Chinese Bund to about a thousand yards. The engines consist of two, cross compound of the Lane and Rodley style of Corliss' engine (12 by 20 by 56) made by the eminent firm of Laidlaw, Dunn and Gordon, of Cincinnati, Ohio, who also made the pumps, pipes and all the necessary equipment. From the works to the water-tower adjoining the Company's Office, about half way up the Chinese Bund, is exactly two miles, and an active start has already been made on laying the pipes. The water-tower, which will be a light, steel structure rising 80 feet high, surmounted by a tank twenty feet deep at top, will give a pressure of 24 lbs. with 50,000 gallons of water in the tank when full. The foundations for the tower are already laid, fifteen feet piles a foot apart in a circular pit, thirty feet in diameter, with heavy foundations of lime, cement and granite supports for the columns, and from the drawings we should say the tower, which will look rather like a lighthouse at a distance, will be quite a handsome structure, and a landmark visible a long way to boats coming up or down the river. To-day after the inspection of the works, the success of the enterprise, the health of engineers, etc., was drunk in champagne, and we have no doubt that the expectations held concerning the Chinese Waterworks, seeing the capable hands the undertaking is entrusted to, with good management be fully realized. It is expected that the works will be completed in about nine or ten months. —China Gazette.

Mr. William Little kindly informs us that the Senior Consul has received a telegram from the Doyen of the Diplomatic Body at Peking announcing that the Tsungli Yamen agree to forbid the export of wild bird skins from China. —Hercules.

PROTECTION OF GAME AND OTHER WILD BIRDS IN CHINA.

Mr. William Little kindly informs us that the Senior Consul has received a telegram from the Doyen of the Diplomatic Body at Peking announcing that the Tsungli Yamen agree to forbid the export of wild bird skins from China. —Hercules.

THE PLAGUE AT NEWCHWANG.

Newchwang, September 9th. The plague continues to spread and has now established itself amidst the foreign community. A military cordon has been placed around Russia town, and passports issued by the Russian Consul are required before any one is allowed to pass. Our Municipal Council has erected several barriers at the approaches to the foreign settlement to keep off undesirable coolies, and other plague distributing beings.

In the native city a collection of 500 coffins with corpses, have accumulated and are awaiting shipment to distant homes. Over 90 per cent. of plague cases result in death in this district. —Hercules.

PEKING COURT NEWS.

A Peking wire of 17th inst. to the N. C. D. Press says:—The Empress Dowager will move into Yung-ho Palace to-morrow, being the day before the Mid-Autumn Festival. The Palace has been strengthened and armed. The Empress goes also. The Factions are quiet but expectant as if something were expected to happen through the removal to Yung-ho Palace. The Emperor may not be deposed, as Jung Lu opposes his deposition. All the Princes, Nobles, and Bannermen are on Prince Ching's side and desire the Emperor's deposition.

Note.—The Yung-ho Palace has been under repair and reconstruction for the past four months and is said to be very strong in its defensive works. There are said to be 3,000 extra Mander repeating rifles and ammunition as well as a number of machine guns supplied by Jung Lu, which were placed there for emergency about three weeks ago. It is also stated that the Empress Dowager intended the Yung-ho Palace to be a sort of retreat for herself should the emphy be between Jung Lu, her nephew, and Prince Ching show signs of coming to a head. —Ed.

THE RECENT TYPHOONS IN JAPAN.

The Osaka Asahi states that the money paid out by the Hyogo Kencho to the various district offices for the relief of the sufferers from the typhoon on the 28th ulto amounted to some Yen 40,000, and the amount to be defrayed for a similar purpose in connection with the storm on the 31st inst. is expected to exceed Yen 10,000. The fund for the relief of the sufferers from natural calamities set aside in Hyogo Ken amounts to Yen 900,000.

MILITARY SERVICE IN JAPAN.

TOKYO, September 11th. For some years past it has been a question among politicians of all shades of opinion whether the present period of conscription—three years—cannot be reduced to two years with advantage. The Army officers were, of course, opposed to the reduction on the ground that a period of two years is not sufficient for instructing the men in an efficient manner. This question is now again on the tapis, this time among the military authorities. Leading officers are of the opinion that the men, owing to the effects of education, show a marked improvement in point of intelligence and comprehension as compared with previous years; that in some respects they are even superior to the raw recruits enlisted by some European armies, and that except the artillery and cavalry and engineering corps, the men of other services, mostly infantry, can be dismissed after serving for two years without impairing the efficiency of the Army. If such a reform is carried out, a great saving of expenditure is expected to be realized, and the money thus saved is to be spent on the higher education of officers in scientific matters. The proposal is one that will be widely welcomed, especially by the conscripts. —Kobe Chron.

THE LOADING CAPACITY OF VESSELS.

A GERMAN AND JAPANESE AGREEMENT.

The following Notification, No. 40 of the Communications Department, under date of the 12th inst., is published in the Official Gazette:—An agreement having been made between the Japanese Government and the German Government relating to the mutual approval of the loading capacity of vessels of the two Empires, the Communications Department has adopted the following stipulations in regard to the matter, which will be put into force on and after the 1st January, 1900:—

Article I.—German vessels holding a certificate of survey granted by the German Government, in accordance with the Regulations relating to the loading capacity of vessels issued by the German Government on the 1st March, 1895, shall not be surveyed as to their capacity at the Japanese ports, and the tonnage given in the certificate granted by the German Government shall be considered as reckoned on the same basis as the tonnage of Japanese vessels.

Article II.—German vessels holding a certificate of survey on which is given a registered tonnage in accordance with the English method of survey, granted by the German Government according to Article XVII. of the Regulations relating to the loading capacity of vessels, issued on the 20th June, 1888, by the German Government, shall not be surveyed at the Japanese ports, and the tonnage given in the certificate shall be considered as reckoned on the same basis as the tonnage of Japanese vessels.

Article IV.—Even in the case of a certificate of survey granted by the German Government in accordance with the preceding Article, on which mention of the registered tonnage under Article XVII. of the German Regulations is omitted, the registered tonnage mentioned on the certificate shall be considered as reckoned on the same basis as the tonnage of Japanese vessels; provided that, when the owner of the vessel has demanded a re-survey by the Japanese authorities, the engine-room, which is excluded from the loading capacity according to the Japanese Regulations relating to the survey of Japanese vessels, shall be surveyed alone, and the loading capacity of the vessel shall then be decided, or one-tenth of the registered tonnage given on the certificate shall be deducted—instead of surveying the engine-room, and the balance shall be considered as reckoned on the same basis as the tonnage of Japanese vessels. —Kobe Chron.

THE REVENUE OF THE JAPANESE PATENT BUREAU.

We learn from a vernacular contemporary that at first the revenue of the Patent Bureau for a year was only about ¥3,000. This has gradually increased till in recent years it reached some ¥70,000. A sensible increase has occurred this year, and it is estimated that the total amount may reach ¥100,000 by the end of 1899. —Kobe Chron.

THE EARTH TREMORS IN JAPAN.

Kobe, 31st September. It has been observed that after each heavy rain-storm the curious earth tremors on Rokkasan and at Arima increase for the time being. The usual phenomenon has followed the typhoon and heavy fall of rain that occurred last week, and tremors are just now being experienced at the rate of four or five a day. While sometimes fairly prolonged in duration, however, they are not as strong as was the case a few weeks ago, and the residents on the Rokkasan heights seem now to have got quite used to these curious vibrations. —Chronicle.

A FOREIGN CAPITALIST AND JAPANESE RAILWAYS.

A Tokyo dispatch to the Osaka Mainichi announces that some foreign capitalists who have been investigating the economical condition of Japan since the new Treaties came into operation, have been considering a scheme for the purchase of Japanese railway debentures. The negotiations are said to be well advanced, and it is reported that one foreign capitalist has decided not to ask a guarantee from the Government, which foreign capitalists have hitherto invariably made a sine qua non in advancing money on railway, but has proposed to advance money on those railways which he considers sound, provided the following conditions are expressly mentioned on the debenture:—

- 1.—The amount of the paid-up capital of the company.
- 2.—The mileage of the line.
- 3.—The rate of dividend declared since the company commenced working.
- 4.—A statement that no debentures have been issued before and no other debentures will be issued.
- 5.—That the interest on the debentures shall be paid abroad.

Who the foreign capitalist is conducting the negotiations is not yet announced, and the Asahi Chronicle is rather inclined to doubt the story.

INDIA AND THE ANGLO-JAPANESE TREATY.

A Tokyo dispatch to the Osaka Mainichi states that the negotiations for the participation of India in the Anglo-Japanese Treaty were commenced about the close of last year. The delay in the negotiations is due to the terms proposed by India, which are considered excessive by the Japanese Government. The terms proposed would not seriously affect the interests of Japanese commerce, but they are considered to make the Treaty unequal. The Indian Government has similar conditions in its Treaties with the various European countries, and the Japanese Government was accordingly asked to consent to the same terms. It is advantageous for India from a commercial point of view to participate in the Treaty, but there is no special reason why Japan should admit India into the Treaty at the cost of sacrificing her equal rights. It is believed that the negotiations will not be successfully concluded if India stands to her present proposals.

THE HANKAKU RAILWAY COMPANY'S ENGINES.

AN UNSUPPORTED ALLEGATION.

According to the Osaka Mainichi some disquieting has arisen between the Hankaku Railway Company and the American Trading Company of Kobe in regard to the purchase of locomotives. From the details given in our Osaka contemporary it would appear that recently the Hankaku Railway Company purchased five locomotives from the Brooks Locomotive Works of Dunkirk, New York, through the medium of the American Trading Company. The engines were delivered last spring and set up. Upon trial, it is alleged that some defects were found in the working of the engines and the discovery was communicated to the American Trading Company, who, however, made no reply. When the railway company paid for the engines, the expenses incurred in repairing the defects were deducted, whereupon the American Trading Company expressed its surprise and protested. The railway company thereupon furnished full particulars of the defects, and the foreign firm sent the statement forward to the makers of the engines. The makers ultimately replied that the defects must have arisen in the setting up of the engines, which had probably been subjected to rough treatment, and they were therefore not responsible for the damage. The Hankaku Railway Company then explained to the expert of the American Trading Company that the engines were not only damaged, but they had some defects in construction. The engines were to be inspected at the Kanazaki Station on the 12th inst., in the presence of the representatives of both parties concerned.

We have made inquiries of the American Trading Company, and find that our Osaka contemporary has been greatly misled as regards the facts. It appears that five locomotives were ordered by the Hankaku Railway Company, through the Trading Co., of the Brooks Locomotive Works, and it was not until long after they arrived—some time at the end of last year—that complaint was made that the boilers leaked and would not hold water. Now before these engines left the makers' works in America the boilers were tested once under water pressure, once under steam pressure, and once on the tracks when the engines were set up. All the boilers were passed as being absolutely water-tight. Moreover, the final inspection was made by the standing inspector employed in America by the Hankaku Railway Co., who, we may say, also acts for the Sanyo line, and he passed them in his proper order and condition. This is surely sufficient to show that the contention advanced in our Osaka contemporary for no maker with a reputation to lose would send out boilers that were defective in the way claimed by the Hankaku Railway, especially when they had to be passed on the spot by an expert in the service of the Railway Co. We may add that the American Trading Company has not taken up any antagonistic attitude in the matter, and has not even yet pressed for payment of the balance due, so that much surprise is expressed at such a statement appearing in a Japanese paper. The firm's representatives here have no doubt, however, that the matter will be amicably settled. —Kobe Chronicle.

BUSINESS IN BANGKOK.

The Bangkok Times understands that arrangements are being made for the establishment in Bangkok, of a branch of a prominent Singapore firm of general merchants. At present, says that journal, Singapore gets a good deal of Bangkok custom—a fact held to prove that the business methods at the latter port are in fault. All the furniture for the United Club extensions at Bangkok was recently purchased from Singapore, and now the entire outfit for the new messing arrangements, to say nothing of other goods, have been specially selected and bought at Singapore also.

A QUARANTINE DIFFICULTY.

Singapore, 14th Sept. The China Mutual S. S. Co.'s steamer Cheng-foo, 2,517 tons, Capt. Harris, arrived here yesterday from Amoy and Hongkong with a large number of coolies on board. She brought from Amoy to Singapore 406 males, 11 females and 21 children, total 438. From Amoy to Penang she has 63 males, 1 female, 1 child; there are, in addition ten cook's mates.

The following notice has been served on the ship. The vessel is ordered to leave the waters of the Colony within 24 hours of 4 p.m. on Sept. 15th, for a contravention of Ordinance VII of 1894 in having called at Hongkong, a proclaimed port.

From Amoy, which was declared an infected port formerly, the ban has been removed. The 500 passengers therefore—they are not all coolies, some are passengers returning to the Straits—would have been landed here after nine days, had the vessel come direct from Amoy. By touching at the proclaimed port she has committed an offence under the Ordinance of 1894, and has been ordered to leave the port and the Colony in consequence.

We understand that attempts have been made to induce the Government to allow the coolies to be landed and kept in quarantine for any reasonable time. The Government, however, even seen to fear that touching at Hongkong may have infected the coolies and adhere to the order quoted above.

It will cause serious loss to the ship, which will, it is understood, probably go back to Amoy. Her cargo from here, between 2000 and 3000 tons will be taken on by other conference steamers now in port.

The penalty is an exceedingly severe one. The rates are badly wanted in the Straits and the ship wants to get rid of them. It is no light matter to have to sail back with 500 discontented coolies on board, and a limited number of European officers.

We believe that during the time Penang was a proclaimed port the B. L. steamers coming from Madras ports with passengers on board called at Penang, and on arrival here were granted pratique after examination. But section 21 of Ordinance IV. of 1894 deals with Chinese immigrants, and Chinese immigration, which we suppose accounts for the difference between the two cases.

The ship was cleared for sea this afternoon and will leave at 4 p.m. —S. F. Press.

SHIPPING REPORTS.

Captain W. Ellis, of the steamship Eastern, from Australian Ports, reports:—Left Sydney on the 25th ulto, calling at Queensland Port, Port Darwin, Timor and Manila, and arriving at p.m. on the 21st inst. Experienced seasonable weather from Sydney to the line and from thence to Manila strong W.S.W. winds with continuous heavy rain. On the run across from Manila, fresh N.E. wind with moderate seas, and to Long 116° E. heavy S.W. swell, with low barometer.

Captain Gordon, R.N.R., of the steamship Java, from Singapore, reports:—Left Singapore at 2.25 p.m. on the 16th inst., experienced light southerly winds and fine weather to Lat. 5° N. and 105° 50' E. when wind freshened to moderate with cloudy weather. In Lat. 8° 10' N. Long. 108° 44' E. experienced moderate gale from S.W. with violent squalls of wind and rain. From 13° N. 112° E. light variable winds and squally weather to 16° 30' N. 113° 20' E. when moderate to fresh N.E. winds were experienced with fine weather, but considerable N.E. sea to arrival.

Captain Robson, of the steamship Hailong, from Tamsui, reports:—From Tamsui to Amoy on the 17th inst. fresh N.E. wind, moderate sea and fine, clear weather. From Amoy to Swatow on the 18th inst. light variable winds, smooth sea and fine weather. From Swatow to Hongkong on the 21st inst. moderate following wind and sea, dull and overcast, drizzling rain from Pedro Blanco to port. Vessels in Amoy on the 18th inst.: Irene, Charterhouse, and bark Vale of Doon. In Swatow on the 21st inst.: Perchill, Choyang, St. Helens, Kwangse, Dagmar, and Tai-fu.

NOTANDA.

CALENDAR.
SEPTEMBER.
Meteorological means based on fifteen years' observations to 1895.

Barometer	29.824
Thermometer	80.4
Humidity	77
Rainfall	8.33

TO-DAY.		
Barometer	On date at 9 a.m.	On date at 4 p.m.
Temperature	29.89	29.83
Humidity	61	71
Rainfall	0.009	

TO-DAY.		
Friday, 22nd September, 1899.	Chinese—18th of 8th moon of 25th year of Kwang-shi.	Sun—Rises
Sets	6h. 45min.	
High water—Morning	10h. 10min.	
Afternoon	10h. 10min.	
Low water—Morning	5h. 10min.	
Afternoon	5h. 10min.	

ANNIVERSARIES.
1762—Admiral Cornish's squadron arrived at Manila.
1774—Pope Clement XIV. died.
1874—Terrible typhoon in Hongkong; 35 foreign vessels wrecked, thousands of lives lost and the town in ruins.
1887—Loss of the Chinese transport Hay-lee (Waverly) and 570 lives, including four foreigners, on the Pescadores Group.
1891—Terrible typhoon at Swatow.
1896—Emperor and Empress of Russia arrived at Leith. Settlement of the Chefoo question in favour of Messrs. Ferguson & Co. Yokohama-Specie Bank opened a branch at Hongkong.
1898—Colonel Parsons captured Gedaref.

TO-MORROW.
Saturday, 23rd September, 1899.
Chinese—19th of 8th moon of 25th year of Kwang-shi.
Sun—Rises 5h. 49min.
Sets 6h. 1min.
High water—Morning 11h. 10min.
Afternoon 11h. 10min.
Low water—Morning 5h. 2min.
Afternoon 5h. 3min.

ANNIVERSARIES.

1762—Admiral Cornish demanded the surrender of Manila.
1866—American brig Lufka taken by pirates.
1875—Mutiny of the Chinese crew of the German schooner Anna when near Matsui; murder of the Captain and mate, and seizure of the vessel by the mutineers.
1896—H.M. the Queen completed the longest reign in English history. Dongola taken by the troops under Sir H. H. Kitchener. Lai Mit, murderer of a Chinese detective beheaded at Kowloon City.
1898—New harbour at Stettin opened by Emperor and Empress of Germany.

SHIPPING AND MAIL NEWS.

MAILS DUE.
French (Tonkin) 25th inst.
Indian (Catherine Apar) 26th inst.
American (Doric) 30th inst.
Canadian (Empress of China) 4th prox.
American (Nippon Maru) 10th prox.

The M. M. Co.'s steamer Tonkin, with the next French mail will leave Saigon to-morrow Saturday at 3 a.m. for this port.

The steamer Kagoshima Maru (Bombay Line) left Singapore for this port on the 19th inst. and is expected to arrive here on the 25th inst.

The O. & O. S. S. Co.'s Doric with mails &c. from San Francisco to the 2nd inst. via Honolulu, arrived at Yokohama, and will leave for this port to-morrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isa de Cuba " " " " " "
Isa de Luzon " " " " " "
H.M.S. Adventure " " " " " "
Rishon " " " " " "
Legation " " " " " "
Joseph " " " " " "
Kiangpak " " " " " "
Siam " " " " " "
Tai Lee " " " " " "
Tai On " " " " " "
D. Juan d'Austria " " " " " "
Taiyuan " " " " " "
Suevia " " " " " "
Aberdeen " " " " " "

PASSED THE CANAL.
Outward—25th August—Gladius, Siam, Vladivostok, 29th August—Andalusia, St. Mary, Odessa, 1st September—Benarag, Algier, Bango Maru, Doria, Tonkin, 5th September—Glenish, 8th September—Shanghai, Puritan, 11th September—Sydney, 15th September—Sanki Maru, Siberia, Spithhead.
Homeward—15th September Dromed.

Shipping.

Arrivals.
EASTERN, British steamer, 3,600, Winthrop Ellis, 21st Sept.—Sydney 25th Aug., and Manila 18th Sept. General—Gibb, Livingston & Co.
NIJUS, French steamer, 6,230, G. Duchateau, 22nd Sept.—Shanghai 19th Sept. Mails and General—Messageries Maritimes.
CHINA, German steamer, 1,113, P. Voss, 22nd Sept.—Newchwang 15th Sept. and Hefei 16th, General—Siemens & Co.
HAILONG, British steamer, 785, A. J. Robson, 22nd Sept.—Tamsui 17th Sept. Amoy 18th, and Swatow 21st, General—Robson, Laprak & Co.
JAVA, British steamer, 2,632, G. W. Gordon, R.N.R., 22nd Sept.—London 12th Aug. and Singapore 16th Sept. General—P. & O. S. N. Co.
TAMUI MARU, Japanese steamer, 1,075, S. Nagata, 22nd Sept.—Amoy and Swatow 21st Sept. General—Mitsui Bussan Kaisha.

HAIKONG, French str., 905, M. Jensen, 22nd Sept.—Haiphong 21st Sept. General—A. R. Marty.
CHIYUEN, Chinese steamer, 1,211, W. M. Jamieson, 22nd Sept.—Canton 22nd Sept. General—C. M. S. N. Co.
TAISANG, British steamer, 1,544, W. E. Sawyer, 22nd Sept.—Canton 22nd Sept. General—Jardine, Matheson & Co.
PISA, German steamer, 2,888, J. Fendt, 22nd Sept.—Amoy 21st Sept. General—Carlowitz & Co.

Clearances at the Harbour Office.
Kwai Lun, British steam-launch, for Macao.
Hailong, Spanish steam-launch, for Manila.
Lue, French str. for Haiphong.
Machow, British str. for Swatow.
Kangyuan, British str. for Canton.
Kangyuan Maru, Japanese str. for Singapore.

Departures.
Sept. 22, Hne, French str. for Haiphong.
Sept. 22, Losok, British str. for Bangkok.
Sept. 22, Hennes, Norwegian str. for Tientsin.
Sept. 22, Doya Maru, Jap. str. for Keelung.
Sept. 22, Perchill, British str. for Singapore.
Sept. 22, Machow, British str. for Bangkok.
Sept. 22, China, German str. for Canton.
Sept. 22, Kangyuan Maru, Japanese str. for Colombo.

Passengers—Arrived.
Per Hailong, from Coast Ports—Mrs. Leach, Mr. F. G. Fair, and 202 Chinese.
Per Java, for Hongkong from London—Messrs. R. H. Taylor and J. Barry, Mr. and Mrs. D. W. Bell and 2 children, Messrs. Penny and H. R. Boyd. From Singapore—Mr. A. E. Ellis, and 209 Chinese.

Per Eastern, from Australian Ports—Mrs. J. T. Brown, Mr. and Mrs. Mox Mori, Mr. J. A. Cockridge, Mr. and Mrs. Bayley, Misses Calder, Lowe, Twynham, H. Scott, A. Scott, Mr. W. Davis, Mr. Jas. Walker, Mr. and Mrs. Chas. H. Pugh, Misses Pugh (2), Messrs. C. Sellar, C. L. Johnson, P. Eugenio dos Santos, Fray Jose Santos, Perine Josdim, Jacqueline de Costa Bello, D. Adelaide de Costa Bello, D. Honorina de Costa Bello, Libiosio de Costa Bello, D. Carloti L. de Costa Bello, D. Eugenio Marquis Wery, and 118 Chinese.

Per Indus, for Hongkong from Yokohama—Messrs. S. Komor, S. Fulcher and boy, Mr. and Miss Eca da Silva, Messrs. Margues and Yosa, Mr. Sisters Eliza, Etienne, Marie and Joseph. From Kobe—Mr. W. de Winstons, Mr. and Mrs. P. Von Pleet, and Mr. and Mrs. T. W. Moir. From Nagasaki—Mr. Labbe Delafay. From Shanghai—Mr. S. H. Abbott, T. A. Lee, Karaj, J. H. Cernis, Allenas, G. Reichstein, S. Teiffenberg, A. Memahum, Chang, Miss Waller, Mrs. Crindall, Miss Smith, 3 children and servant.

Per Saigon from Kobe—Mr. Gareand, From Nagasaki—4 Japanese. From Shanghai—Messrs. Kerok Lui Lau, Pui Sang, Tang Sik Chaw, Tang Kie, and Moi Chie. From Yokohama—Mr. Yang Chuen. For Singapore—Mr. Abrams. From Kobe—Mr. Bagnoli, Mr. and Mrs. Messrs. Hojui and A. Hashimoto. From Shanghai—Mr. Deconier, and 1 Chinese. For Port Said—Mr. Tamenko, and 1 Chinese. From Yokohama—Mr. B. A. Foster, Lieut. Col. Schmeizer, Messrs. Okamura, Kai-

sumoto, and Murakami. From Nagasaki—Mr. Messrs. Jaingo, Murakami, Mito, Kuri, and Takayama. From Shanghai—Messrs. de Jose, C. Schlee, Pubko, and Mr. and Mrs. Aus.

STEAMERS EXPECTED.

Names.	From.	Date.
Tonkin	Saigon	Sept. 25th
Kagoshima Maru	Singapore	Sept. 25th
Catherine Apar	Singapore	Sept. 26th
Futami Maru	Nagasaki	Sept. 26th
Bisagno	Singapore	Sept. 26th
Doric	Japan	Sept. 30th
Empress of China	Vancouver	Oct. 4th
Nippon Maru	San Francisco	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in this office, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Abergeildie	Portland, &c.	Nov. 11th
Africa	Sydney, &c.	Oct. 2nd
America Maru	San Francisco, &c.	Nov. 14th
Andalusia	Haiphong, &c.	Nov. 15th
Argyll	New York, &c.	Oct. 15th
Bayer	Straits, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 31st
Breconshire	Victoria, B.C.	Oct. 28th
Candia	London, &c.	Oct. 24th
Carlisle	San Diego, &c.	Dec. 15th
Carmarthenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Oct. 25th
China	San Francisco, &c.	Oct. 3rd
City of Dublin	Victoria, B.C.	Oct. 14th
City of Peking	San Francisco, &c.	Nov. 21st
City of Rio	San Francisco, &c.	Oct. 27th
Coptic	San Francisco, &c.	Nov. 4th
Diamante	Manila	Sept. 3rd
Doric	San Francisco, &c.	Oct. 10th
Eastern	Shanghai	Sept. 25th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Sept. 27th
Futaba Maru	Thursday Is., &c.	Oct. 29th
Gaelic	San Francisco, &c.	Sept. 25th
Haileong	Swatow, &c.	Sept. 24th
Heidelberg	Haiphong, &c.	Nov. 5th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Jaya	Japan, &c.	Sept. 24th
Kagoshima Maru	Kobe & Yokohama	Sept. 29th
King Albert	Straits, &c.	Dec. 13th
Kosa Maru	Vladivostok, &c.	Sept. 28th
Kumansing	Singapore, &c.	Sept. 23rd
Monmouthshire	Portland, &c.	Oct. 7th
Nagasaki Maru	San Francisco, &c.	Oct. 19th
Numburg	Haiphong, &c.	Sept. 25th
Paramatta	Shanghai	Oct. 5th
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 23rd
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 18th
Rohilla	Japan	Sept. 30th
Sachsen	Singapore, &c.	Oct. 11th
Sado Maru	Marseilles, &c.	Oct. 6th
Saint Irene	Victoria, B.C.	Dec. 9th
Sarpedon	London	Oct. 3rd
Serbia	Haiphong, &c.	Oct. 30th
St. Alb	New York, &c.	Oct. 25th
Suevia	Haiphong, &c.	Oct. 19th
Sungking	Manila	Sept. 25th
Taiyuan	Port Darwin, &c.	Sept. 24th
Tamsui Maru	Swatow, &c.	Sept. 24th
Thyria	San Diego, &c.	Oct. 15th
Tsinan	Shanghai, &c.	Sept. 30th
Valetta	Europe, &c.	Sept. 30th
Yawata Maru	Japan	Sept. 23rd

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	TO-MORROW, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WU-HAIWEI, CHIEFOO, CHIENTU, FO & NAGASAKI	THURSDAY, 28th Sept., at Noon.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunome	KOBE and YOKOHAMA	FRIDAY, 29th Sept., at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 18th September, 1899.

**SOCIETE ANONYME DE TRAVAUX
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Capital: £ 300,000
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at Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

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TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a MEETING of the Shareholders of the Union Insurance Society of Canton, Limited, will be held at the Company's Office, No. 1, Queen's Buildings, Praya Central, on TUESDAY, the 26th day of September, 1899, at 12 o'clock noon, for the purpose of considering applications from:

(1) HAJEE ALI SHIRAZEE for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat."

(2) BERNARD JORUS for a Publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 192 and 194, Queen's Road East, under the sign of "The Eastern Hotel."

H. H. J. GOMPERTZ,
Acting Police Magistrate,
Hongkong, 19th September, 1899. [1196a]

VICTORIA RECREATION CLUB.
ANNUAL AQUATIC SPORTS.

MONDAY, TUESDAY, and WEDNESDAY,
25th, 26th, 27th September, 1899.

THE Committee request the pleasure of the Company of the Ladies of Hongkong, in the enclosure of the BATH HOUSE, on WEDNESDAY, the 27th instant, on the occasion of the Annual Aquatic Sports, (when the PRIZES will be Presented by Lady BLAKE).

ADMISSION for Non-Members, each day, 50 cents; Soldiers and Children Half-price. Hongkong, 21st September, 1899. [1202a]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum. The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 11th September, 1899. [1162a]

HONGKONG ELECTRIC COMPANY,
LIMITED.

NOTICE is hereby given that the REGIS-
TER OF SHARES of the Company will be CLOSED from SATURDAY, the 10th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered.

By Order of the Board,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th August, 1899. [1100a]

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
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WEAK STOMACH,
IMPAIRED DIGESTION,
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SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & Co.,
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Central, Hongkong. [138]

NOTICE.

THE BEST PREVENTIVE OF ALL
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JEYES
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THE BEST
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AVOID ALL RISK OF OUTBREAK BY
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W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

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CANADIAN PACIFIC RAILWAY COY'S
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SAFETY. SPEED. PUNCTUALITY.

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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CAR AND THE MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street. [3]

HONGKONG, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and
Honolulu) To-morrow, 23rd Sept.,
at Daylight.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 19th Oct.,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 14th Nov.,
at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899. [1310]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK:
THE 3/3 A.L. American Ship

"ST. MARK"
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.
Hongkong, 20th September, 1899. [1198a]

FOR NEW YORK:
THE 3/3 A. L. American Ship

"CHALLENGER"
Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.
Hongkong, 19th September, 1899. [1274a]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for HAVATIA,
PERSIAN-GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"VALETTA,"

Captain C. F. Preston, R.N.R., Barham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped—at Colombo—into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed and Bombay WITHOUT TRANSHIPMENT.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 21st September, 1899. [5]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

City of Dublin [3,374] J. R. Rae... Oct. 14.
Broomshire [3,567] R. Peabody... Oct. 28.
Queen Adelaide [2,832] F. McNair... Nov. 18.
Saint Irene [3,877] W. Attree... Dec. 9.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire [2,874] W. A. Evans [Oct. 7.
Aberglide [3,777] J. J. Murray [Nov. 11.
Monmouthshire [3,874] W. A. Evans [Dec. 23.
Aberglide [3,777] J. J. Murray [Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables. DOCTOR AND STEWARD carried.

HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES, HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 18th September, 1899. [4]

CARBOLINEUM AVERNARIUS
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With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSMANN & Co.
Hongkong, 11th September, 1899. [19]

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NURNBERG	HAVRE and HAMBURG	26th Sept.
V. Binzer	(LONDON with transshipment in HAMBURG)	1st Oct.
*SAVOIA	HAVRE and HAMBURG	About 11th Oct.
Jager	(LONDON with transshipment in HAMBURG)	Passage.
SERBIA	HAVRE and HAMBURG	About 30th Oct.
Ostermann	(LONDON with transshipment in HAMBURG)	1st Nov.
*HEIDELBERG	HAVRE and HAMBURG	About 5th Nov.
Schuler	(LONDON with transshipment in HAMBURG)	Passage.
ANDALUSIA	HAVRE and HAMBURG	About 15th Nov.
Schrotter	(LONDON with transshipment in HAMBURG)	1st Dec.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Steward.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899. [1]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Thyra [3,406] about [Oct. 15.
Belgian King [3,379] about [Oct. 31.
Carnarhenshire [2,929] about [Nov. 15.
Carlisle City [3,002] about [Dec. 15.

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO via AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 22nd September, 1899. [11350]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKEING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

AS OTHERS SEE US.

AN AMERICAN VIEW OF THE TRANSVAAL CRISIS.

By way of warning to those British jingoes who with gaily of heart are ready to enter upon a war with the Boers, a writer in the *Fortnightly Review* presents certain facts showing the comparative strength of British and Dutch in South Africa and revealing what kind of a contest Great Britain would have on her hands in that quarter of the globe if war should break out.

The writer points out that the Boers are closely united to the Dutch of the Orange Free State and of Cape Colony, not only by race and sympathy but by interests and aspirations. A fight to a finish between the Boers and the British therefore would certainly arouse against the empire the antagonism of feeling of all the Dutch and might arouse their active enmity in battle. In other words, a war entered into lightly against the Transvaal may move all South Africa to strike for independence just as all the American colonies did when in the last century a jingo British Ministry undertook to deprive New England of her rights.

Such being the case, a showing of the comparative military strength of the two races in South Africa is interesting. The writer for the *Fortnightly* estimates it in the different states as follows, the figures representing the numbers of armed men on each side—

	British.	Dutch.
--	----------	--------

Cape Colony.....	17,000	50,000
Orange Free State.....	1,000	18,000
Transvaal.....	3,000	22,000
Natal.....	6,000	1,500
British Bechuanaland.....	500	100
Rhodesia.....	2,000	300
Imperial troops in South Africa at the present time.....	19,000	
Totals.....	39,500	92,300

The number of British troops in South Africa has of course been largely increased since that estimate was made, and can be increased to almost any number that may be needed. Queen transportation for troops, in our time is comparatively easy, and Britain rules the waves. She can send army after army, if need be, for as the jingo chorus goes, "She has the ships, she has the men, and she has the money, too." The point of the warning is not that the Dutch can drive the British flag from South Africa as it was driven from the United States a century ago, but that they can involve the empire in a serious war and make her empire so insecure that it will fill the first time Great Britain has a powerful enemy in Europe to confront.

It is not easy to set bounds to the degree of folly a nation may commit when flushed with the overweening confidence that is born of pride, power and prosperity. It has been a long time since the British people have been engaged in war of any difficulty, and they may be foolish enough to enter upon the subjugation of the Boers without counting the cost, but it is hardly likely. Such warnings as the one given are sure to have effect upon the minds of intelligent men. Mr. Chamberlain is a jingo, indeed, but there is nothing in his career to justify a belief that he is a fool.—*S. F. Call.*

THE U.S. IN THE WEST INDIES.

The general tenor of the information received abroad from Cuba and Puerto Rico is that American military rule is not welcome, and that an administration by politicians appointed from Washington would be still less popular; yet there is a tendency to await the decision of Congress before any attempt is made to obtain independence by main force. General Gomez's words are regarded as in keeping with the opinion of most Cubans. He is reported to have said:

"We have called in the help of a neighbouring people, and their interference has ended our late struggle. But no one could have thought, that this memorable incident would be followed by a military occupation by the troops of our allies, who now treat us as a people incapable of self-government, and have placed a yoke upon us which circumstances force us to bear. But that cannot be our fate in the end. We must endeavor to assist, by peaceful methods, the work of reorganization begun by the Americans, a work as difficult for them as for us. Hence there must be unity, there must be but one party, under whose banner we will prove that the peace we have won is as honourable as the war we have fought."

The great majority of Cubans, it is thought, want nothing so much as peace. "They want to work, to build up the homes that were destroyed, to retrieve their shattered fortunes," says the *Extrada de Panama*. But many of those who ranked as officers during the rebellion against Spain expect to be rewarded with government positions, and the presence of the Americans is not pleasing to them. At present their influence seems to be small. The Cuban correspondent of the *Los Angeles Times*, Santiago de Chile, says:

"It would seem that the Cubans really do not feel much gratitude to the insurgents—four fifths of them negroes. An equal proportion of the Cuban army certainly were physically unfit for service. Hence the American troops, when they entered Havana, were the more welcome."

There is said to be a widespread and growing resentment against interference with the customs of the people. Such orders as that people may not appear in their under shirts in the streets, the prohibition of smoking in the cars, and some other restrictions do not seem to suit the Cubans. The *Toronto Globe* says:

"What would be said if such an order were promulgated in Chicago or New York in midsummer, and for prolonged periods neither of them is in it with either Havana or Manila. In the same way, smoking has been forbidden on the street cars in Havana. In a country where men, women, and children smoke, and smoke all day, this is felt to be a senseless deprivation. Whatever may be thought of the smoking habit, it can not be cured in a whole people in this way. American rule is more likely to be discredited than helped by small tyrannies of this sort."

Moreover, as in the Philippines, a tendency is reported on the part of our soldiers to treat the natives as "niggers," and to slight their language. These officers of the Cuban army skillfully foster the dissatisfaction thus created by manifestoes like the following issued by Col. Enrique Colazo:

"We can not serve Cuba and America at one and the same time. The ideas prevalent in the two countries are too different to permit it. We are treated like conquered enemies, and forced to speak English. The Americans are not true to their promises, our independence is in danger. The time has come to unite with the same energy which we showed in our struggle against Spain."

Many correspondents of European papers think, nevertheless, that with a little prudence serious trouble may be avoided. The correspondent of the *Hanftblatt*, Amsterdam, writes that there are too many American soldiers who have nothing to do, get drunk, quarrel with each other, and are insolent to the natives. "Were it not for this," things would run smoothly enough at the military govern-

ment really have made very few charges so far.

It should be remembered that the official staff of the administration remains pretty much the same as under Spanish rule. The Spanish party, therefore, is not much interested in politics, and cares nothing for the 'Cuba Libre' talk of the insurgents. Most of the former adherents of Spain are now for annexation to the United States. They fear that, if a republic is established, their former loyalty to Spain will be remembered against them. The Press, too, has turned since the occupation by the Americans. The *Gaceta de la Habana*, formerly Spanish official, is now American official. The *Discusion* remains Radical, and prints under its title the legend, 'A Cuban paper for the Cuban people.'

"Unless the American people wish to be deceived, their interests require the most complete disclosure of the facts," remarks the *London Spectator*; yet these facts evidently are not easy to obtain even by men who, as neutrals in Cuba, should be able to judge. For while the Dutch correspondent just quoted believes that the wealthy Spanish Cubans would welcome annexation, the correspondent of *The Weekly Register*, London, thinks that "the Cubans, in spite of optimistic reports, are solidly against it." He says further:

"Despite the American Government's altruistic pledges, Cubans and Spaniards are alike distrustful of American intentions. There is no danger of revolt, though rebels would find it difficult in winning themselves in the event of a revolt. But the daily belief of the Cubans. Archbishop Chapelle is the only American who seems to enjoy the confidence of the people, with Gen. Fitzhugh Lee a long way after him."

A revolt in the small island of Puerto Rico would seem altogether too hopeless to be attempted yet from there also discontent is reported. The *Deutsche Tages Zeitung*, Berlin, is informed that our troops on the island were anything but well cared for at first, and showed too great a tendency to "help themselves." Translations made for *The Literary Digest*.

A GERMAN-AMERICAN DEFENCE OF PRESIDENT MCKINLEY.

It is well known that the German-American papers are against imperialism, or expansion, and especially against the forcible subjugation of the Philippines. The Administration in general, and President McKinley in particular, are held responsible for our attack upon the former subjects of Spain. But the Cincinnati *Volkshaus* points out that it is very difficult for the President to adopt a new course. We take from its argument the following:

"The Filipinos will not make peace unless we grant them complete independence. We ourselves believe this to be the best solution, but it must be admitted that the President can not give way at once to that demand. A war of conquest has procured the islands for the United States. He is not at liberty to make the Filipinos a present of their liberty. The Senate would probably refuse to ratify such a peace. The United States would be in a queer position if the legislature refused to acknowledge a treaty concluded by the President. But let us suppose that the President wishes to fulfil the demands of the Filipinos. Can he admit it? Is he to say: 'I carry on an unjust war against the Filipinos, but I cannot give them their liberty until Congress authorizes me to do so?'

President McKinley is at present in this case simply the commander-in-chief of the United States army. He cannot even call Congress to assist him. The military prestige of the United States is, to a certain extent, at stake. It is no elevating idea that the United States was forced to withdraw because we could not conquer the islands. No nation likes to acknowledge itself beaten, and a wise statesman must reckon with this. To convene Congress now is neither more nor less than an acknowledgment of defeat. On the other hand, Congress can, at its regular session, declare that it never intended to conquer the Philippines. Let it be understood that we have not changed our views. Now as ever we maintain that the islands are not worth fighting for, that the Filipinos have a right to demand their independence, that the Constitution gives Congress no right to annex the Philippines. But certain formalities are necessary for the prestige of the country. The editor at his desk may decree that we must have peace right off. The President cannot express himself in so sudden a manner." Translation made for *The Literary Digest*.

Take a bath every morning to which a little Cond's Fluid has been added. Through the influence it exerts upon the nerves and vessels of the skin, the tone and vigour of the system are strongly fortified. By supplying ozone to the system, the open pores are opened, and to which skin-bathing is mainly owing its strengthening properties, Cond's Fluid increases the health-giving and bracing effect of all baths.

TO KEEP COOL.

Take a bath every morning to which a little Cond's Fluid has been added. Through the influence it exerts upon the nerves and vessels of the skin, the tone and vigour of the system are strongly fortified. By supplying ozone to the system, the open pores are opened, and to which skin-bathing is mainly owing its strengthening properties, Cond's Fluid increases the health-giving and bracing effect of all baths.

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply to—
c/o This Office.
Hongkong, 18th August, 1899. [1048a]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [140]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colonies, and in view of the Far East, a speciality.
Hongkong, 22nd September 1898. [145]

LET'EM ALL COME

TO YEE CHUN'S STUDIO

at No. 10, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS, AND PORTRAITS on Ivory are executed at Moderate Prices.
Hongkong, 18th May, 1899. [196a]

Auction.

GOVERNMENT NOTIFICATION.

No. 499.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 25th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th September, 1899. [1190a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 25th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, near Hok Un, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 75 years.
PARTICULARS OF THE LOTS.

No. of Sale.	Locality.	Boundary Measurement.	Containing.	Annual Rent.	Upset Price.
1.	Kowloon (near Hok Un).	350 ft. by 350 ft.	122,500 sq. ft.	£350	£12,250
2.	Kowloon (near Hok Un).	350 ft. by 350 ft.	122,500 sq. ft.	£350	£12,250

For Sale.

The New

GRANVILLE

AUTOMATIC

TYPE WRITER.

The best Machine for Office use, yet introduced.

STANDARD

KEY BOARD.

PRICE.....\$150.00.

Hongkong Agents:—

W. BREWER & Co.,

Queen's Road.

Hongkong, 18th September, 1899. [1197a]

FOR SALE.

THE STEAMLAUNCH, WINDSOR HOTEL, 1 Year Old, 58 feet Keel, 11.6 Width, 6.4 Dept. COMPOUND ENGINE.
Apply to—

P. BOHM,
Windsor Hotel.
Hongkong, 21st September, 1899. [12]

FOR SALE.

HOTEL BUSINESS IN NORTHERN PORT, Long Lease at very Low Rental, Good paying concern. Owner obliged to return to England through ill health.
For further Particulars, apply in First Instance, by Letter to—

G.W.W.,
Office of this Paper.
14th September, 1899. [1177a]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of completion).
PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 52, PEARL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAP.
No. 4, RIFON TERRACE.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China).
Apply to—

Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
c/o of this Office.
Hongkong, 17th May, 1899. [664a]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents:—

Milki Coal Mines.
Kanda Coal Mines.
Hokoku Coal Mines.
Yoshinomiya Coal Mines.
Ohnuma Coal Mines.
No. 1, Onsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kangafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Milke Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.
Hongkong, 19th August, 1899. [14]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Payne, will be despatched as above TO-MORROW, the 23rd instant, at Noon.
For Freight or Passage, apply to—

JARDINE MATHESON & Co.,
General Managers.
Hongkong, 22nd September, 1899. [1193a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"
Captain G. A. Taylor, will be despatched for the above port, TO-MORROW, the 23rd instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to—

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th September, 1899. [1187a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"
Captain Fend, will be despatched as above TO-MORROW, the 23rd instant.
The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.
For Freight or Passage, apply to—

CARLOWITZ & Co.,
Agents.
Hongkong, 11th September, 1899. [938a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber, ensuring the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to—

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1146a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE.

THE Company's Steamship

"TSINAN,"
Captain Andersen, will be despatched as above on SATURDAY, the 30th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st September, 1899. [1200a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain Clyma, will be despatched as above on MONDAY, the 2nd October at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to—

GIHL, LIVINGSTON & Co.,
Agents.
Hongkong, 5th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.
For Freight, apply to—

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1148a]

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.
For Freight or Passage, apply to—

MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 18th September, 1899. [1185a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"
Captain C. de la Perrelle, will be despatched for the above port, on or about the 5th October.
For Freight, apply to—

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st August, 1899. [1020a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLE,"
will be despatched for the above port and will be followed by—

S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN"..... of 2 weeks.
For Freight, apply to—

DODDWELL & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [941a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CANDIA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Madras, or S.S. *Lodianna*.
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.
Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 19th September, 1899. [5]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant, and THURSDAY, the 28th instant, at 9.30 A.M. All Claims must reach us before the 5th October, or they will not be recognised.
Bills of Lading will be countersigned by the Undersigned.
No Fire Insurance has been effected.
MELCHERS & Co.,
Agents.
Hongkong, 19th September, 1899. [1166a]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 21st September, 1899. [1-1-1]

Relieves the scaling pain at once and

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars, &c.,

Apply to

W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898.SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—

A. S. WATSON & Co.
Hongkong, 1st September, 1896.F. CAZANOVE,
BORDEAUX.GOLD MEDALS
BORDEAUX, 1882, Paris, 1889.LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This LIQUOR is employed with success to remove the ACIDITY and TOXIC TATES the DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MONASTERY OF St. GILES
CREME DE MANDARINE
AVELLE ANTI-SPASMODICApply to
LAENDLER & Co., Paris.

EXCHANGE.

Hongkong, 22nd September.

ON LONDON, Telegraphic Transfer 1/11 1/2

Bank Bills, on demand 1/11 3/16

Credits, 4 months' sight 1/11 1/2

D'Amst., 4 months' sight 1/11 1/2

ON BERLIN, Bank Bills, on demand 1/11 1/2

Credits, 4 months' sight 2/48

ON NEW YORK, Bank Bills, on demand 47 1/2

Credits, 30 days' sight 47 1/2

ON BOMBAY, Telegraphic Transfer 1/43 1/2

On demand 1/43 1/2

ON SHANGHAI, Telegraphic Transfer 72 1/2

Private, 30 days' sight 73 1/2

ON YOKOHAMA, T.T., 5% per cent. prem. 50.27

Sovereigns, Bank's Buying Rate 50.27

Gold Leaf 100 touch, per tael 50.40

Bar Silver 26 15/16

Dollars 2 per cent. prem.

OPPIUM QUOTATIONS.

Hongkong, 22nd September.

New Pataas 660 per chest

New Benares 850

New Malwa 750/770 per picul

Old Malwa 750/770

Perian, paper tied 674/750

The Share Market.

LATEST QUOTATIONS.
(September 22nd.)

Banks.

Hongkong and Shanghai Banking Corporation 34 1/2 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 51 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—55 buyers.

National Bank of China, Ltd.—\$261.

Do. Do. —\$261.

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders' Insurance Co., Limited—\$64.

North China Insurance Co., Ltd.—Tls. 200.

Yantai Insurance Assoc. Ltd.—\$122 1/2.

Canton Insurance Office, Ltd.—\$150.

Straits Insurance Co., Ltd.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$335.

China Fire Ins. Co., Ltd.—\$381.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$31.

Indo-China Steam Navigation Company, Ltd.—\$71.

Chiao and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$49.

China Mutual S. N. Co., Ltd.—(Preference)—\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$191.

Refineries.

China Sugar Refining Co., Ltd.—\$147.

Luxon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjin Mining Co., Ltd.—\$81.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$235.

Queen Mines, Limited—\$40.

Jebleu Mining and Trading Co., Ltd.—\$13.80.

Raub Allain Gold Mining Co., Ltd.—\$62.

Oliver's Freehold Mines, Ltd.—(A) \$111.

Oliver's Freehold Mines, Ltd.—(B) \$71.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$2.70.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$98 1/2.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$18.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.75.

Hongkong Land Investment and Agency Co., Ltd.—\$115.

Kowloon Land and Building Co., Ltd.—\$29.

West Point Building Co., Ltd.—\$35.

Hongkong Hotel Co., Ltd.—\$134.

Humphreys' Estate and Finance Co., Ltd.—\$104.

Miscellaneous.

Green Island Cement Co., Ltd.—\$28 1/2.

China Cement Co., Limited—104.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—\$171.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$65.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Lau-kin-yang Cotton Spinning & Weaving Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$1.

BENJAMIN, KELLY & POTTS (Share Brokers).

Telegraph Address—"Rialto."

VISITORS AT THE HONGKONG HOTEL.

Mr. S. H. Abbott
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Mr. and Mrs. W. H. Anderson
Mrs. John Angus
Mr. W. Armstrong
Mr. O. C. Arpe
Mr. W. H. Avery
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Mr. J. F. Bayley
Mrs. Bayley
Mr. L. E. Bennett
Mr. and Mrs. Bennett
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maid and child
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Mr. and Mrs. Kline

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Capt. van Corbach
Mr. G. H. Davis
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Col. G. J. H. Evatt
Mr. J. S. Ezekiel
Mr. R. M. Ezekiel
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Colonel E. H. Gorges
Staff-Surgeon and Mrs. W. E. Home
Mr. H. U. Jeffries
Major G. R. St. John

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Mrs. Horder
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Mr. A. I. Richardson
Mrs. Percy Rolfe
Capt. C. B. Simmonds
Rt. Rev. Bishop Burdon
Mrs. Hugo Silvestri
Mrs. Simmonds
The Government Civil Hospital Sisters
Miss Triscott
Mr. and Mrs. W. E. Turner
Miss Underwood
Consul Volpicelli
Madame Volpicelli

VESSELS IN PORT.

Steamers.

CANDIA, British steamer, 4,195, W. H. Haughton, 19th Sept., London, 30th July, and Singapore 13th Sept., General—F. & O. S. N. Co.

CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 21st Sept., Fochow 19th Sept., General—P. & O. S. N. Co.

CHINA, American steamer, 3,187, W. B. Seabury, 21st Sept., San Francisco 25th Aug. and Shanghai 18th Sept., Mails and General—P. M. S. S. Co.

CHWANG, British steamer, 1,282, J. F. Messer, 20th Sept., Sourabaya 11th Sept., General—Bradford & Co.

DIAMANTE, British steamer, 1,254, G. A. Taylor, 17th Sept., Manila 14th Sept., General—Sheehan, Tomes & Co.

EMPRESS OF JAPAN, British steamer, 5,904, G. D. Bowles, R.N.R., 12th Sept., Vancouver 22nd Aug. and Shanghai 9th Sept., Mails and General—C. P. R. Co.

HOHAO, French steamer, 509, J. C. Gerard, 19th Sept., Pakhoi and Hoihow 18th Sept., General—A. R. Marry.

HONGKONG, French steamer, 847, Bastian, 20th Sept., Saiphoon and Hoihow 19th Sept., General—A. R. Marry.

HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 13th Sept., San Francisco 17th Aug. and Shanghai 11th Sept., General—J. S. Van Buren.

KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 21st Sept., Nagasaki and Swatow 20th Sept., General—Nippon Yusen Kaisha.

KUMANG, British steamer, 2,078, G. Payzo, 19th Sept., Calcutta via Penang and Singapore 13th Sept., General—Jardine, Matheson & Co.

LEOAZPI, Spanish steamer, 565, Antonio Tribar, 4th Sept., Manila 1st Sept., General—Order.

NANYANG, German steamer, 983, Th. Lehmann, 9th Sept., Taiwanfo and Amoy 18th Sept., General—Douglas, Laprak & Co.

PHRA CITI, British steamer, 1,011, Fowler, 21st Sept., Bangkok 10th Sept. and Swatow 20th, General—Yuen Fat Hong.

SERBIA, German steamer, 2,377, Ostermann, 19th Sept., Hamburg 1st Aug. and Singapore 13th Sept., General—Siemens & Co.

SUEVIA, German steamer, 4,129, Förck, 14th Sept., Swatow 13th Sept., General—Siemens & Co.

SUNGLANG, British steamer, 1,021, S. W. Kitchin, 18th Sept., Manila 18th Sept., General—H. B. & S. Co.

TAI LEE, German steamer, 828, T. Calender, 20th Sept., Hongkong 17th Sept., Coal—Sheehan, Tomes & Co.

TAIWAN, British steamer, 1,459, R. Nelson, 3rd Sept., Melbourne 22nd July, Sydney 29th, Brisbane 1st Aug., Townsville 4th, Cooktown 6th, Thursday Island 13th, Port Darwin 17th, and Manila 31st, General—Butterfield & Swire.

TETAROS, German steamer, 1,574, T. Desler, 15th Sept., Saigon 11th Sept., Rice and General—Siemens & Co.

TRITON, German steamer, 1,033, P. Lassin, 21st Sept., Saigon 16th Sept., Rice—Siemens & Co.

YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 21st Sept., Australian Ports and Manila 18th Sept., General—Nippon Yusen Kaisha.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th Sept., Manila and Sept., Ballast—Arnhold, Karberg & Co.

FOREIGN MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 35 guns, 9,500 h.p., Capt. Molias, at Port Arthur.

Alouet, Russian armoured cruiser, 5,000 tons, twin screw, 35 guns, 9,500 h.p., Capt. Molias, at Port Arthur.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donkoff, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Vladivostok.

Granitskiy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 1,000 h.p., Capt. Boubenoff, at Port Arthur.

Koreyeta, Russian cruiser, 2,200 tons, 9 guns, 2,150 h.p., Capt. Serbernikoff, at Port Arthur.

Kreysler, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachinoff, at Vladivostok.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Teniche, at Vladivostok.

Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 3,000 h.p., Captain "Copranoff" at Nagasaki.

Pamiat Avoza, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virensin, at Vladivostok.

Rosita, Russian armoured cruiser, 12,200 tons, 12 guns, 10,000 h.p., at Port Arthur.

Rurik, Russian flag ship, 12,940 tons, armoured twin screw, 12 guns, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sizov Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Farnayo, at Port Arthur.

Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monastir, Russian cruiser, 6,000 tons, Prince Ouchtomak, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostok.

Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulif, at Vladivostok.

Yakov, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.

Zabala, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruft, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100-h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.

Sveaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19 1/2 knots.

(1st and 2nd class.)

Forst, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Janichoff, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargun, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Podorodnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Yokohama.

Fuji, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Nagasaki.

Chiyoda, 1st class, 7,350 tons, 23 guns, 6,300 h.p., at Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Izumi, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Nagasaki.

Hashidate, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Shimizu.

Kongō, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Kobe.

Hiogo, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Kobe.

Heiyan, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Kobe.

Kavachi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.

Yashima, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,500 h.p., at Cheloo.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Akikusa, protected cruiser, 1st class, 3,150 tons, 26 guns, 8,500 h.p.

Sumiyama, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

Taishu, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.

Akikusa, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons, 15 guns, 2,400 h.p. Yaguma, 3rd class, 1,600 tons, 10 guns, 5,630 h.p.

Sloops and Corvettes.

Musashi, 1st class, 1,400 tons, 10 guns, 1,600 h.p.

Katsuragi, 1st class, 1,400 tons, 10 guns, 1,600 h.p.

Yamato, 1st class, 1,400 tons, 10 guns, 1,600 h.p.

Teruio, 1st class, 1,400 tons, 10 guns, 1,600 h.p.

Kaiman, 1st class, 1,400 tons, 10 guns, 1,600 h.p.

Amagi, 1st class, 1,400 tons, 10 guns, 1,600 h.p.

Gunboats.

Oshima, 620 tons, 10 guns, 1,200 h.p., at Kanko.

Akagi, 620 tons, 10 guns, 1,200 h.p., at Cheloo.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.

Bayard, French flag ship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannet, at Yokohama.

Deaichy-Beaufre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Termet, at Cheloo.

Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.